(Continued from First Page.)

nee's territory. Into Cope's arms it fell, and the dodging little quarter worked through the Virginians for ten yards. On the first down Simpkins punted thirty yards to Coleman, who was natied with little gain by Osborne and Colmore. W.th the ball in his possession near the cen-ter of the field, Virginia swung her tan-dem with tackles back into formation, and as a starter shot Walker into the purple line for three yards; Church added two in the line, but on the next down Sewance piled the Virginia tandem up without gain. Harris gained one between tackle and guard, and Walker staggered through the line for five, leaving strug-gling Sewance players in his wake. Coleguing Sewance players in his wake. Cole-man got a yard, and a fake on the tackles back lost two yards. Here, for off-side play. Virginla lost ten yards. Walker's effort to make up the distance only gave a yard. Osborne caught St. John behind the line for a five yard loss, and on the next Coleman, who had dropped back for a kick atemuted to skirt left end and a kick, atempted to skirt left end and was nailed by Cope. SEWANEE GETS THE BALL.

This aggressive defense on Sewance's part gave the purple team the ball on down on their twenty-yard i.ne. Simp-kins punted on the first thirty-five yards to Coleman, who advanced fifteen yards before being downed by Cope.

At the center of the field again Vir-ginia's back, with Walker and Benet back, began plugging the Sewance line again, making short gains, until the ball was again well in the Tennesseeans' territory, where Virginia was penalized again ten yards for off-side play. The distance was regained with continued tandem tactics, but with each the Virginia distance was shortened by Murray and Simpkin's, Sewance's right guard, and fell back, who went into the play like fiends. Slowly Virginia plugged on toward the goal line, but on the twenty-yard line Coleman fumbled and colmor-fell o the pigskin for the purgle. Simpkins punted out of danger thirtyfive yards to Coleman, who fumbled on the thirty-five-yard line, and Simpkins, who was down on the field like a flash, gathered the oval in.

This work of Simpkins was an inspira-tion to the team, and on the line-up they went at Virgina like mad, but were forced to kick on the third down. Simp-kins crove the leather across the field, advancing it only ten yards, where it was trapped by Coleman. trapped by Coleman. STRONG AT THE ENDS.

Virginia now tr.ed Sewance's ends, but found, after short gains, the line-buck-



the day would not be complete without him

ing to be their strength, and again drove through the parple mass for short gains, with Walker. Benet, Harris and Colewith Walker, Benet, Harris and Cale-man. Once Celeman skirted right end for ten yards, but on the next Harris struck a sione wall at center, but Wal-ker in three plunges made the fixtance. rarrying th, oval again, and for the third time, dangerously near the Sewanee goal line. On the twenty-yard line Osborne was slightly burt, and time taken out. Was slightly hurt, and time taken out.

Here, with her goal posts at her bace, Sewanee took a brace, and the ball wint from borne and Simpkins went into Virginia's the orange and the blue on downs. Osline for four yards, but on the third down Simpkins kicked thirty yards to Coleman, at the center of the field, who fumbled, but fell on the ball.

At the center of the field again Virginia, with tackles back, worked the ball steadily down the field. Walker, Coleman and Benet gained eight. Benet was downed behind the ine by Cope, but Coleman made eight around right end.

was downed bearing the line by Cope, but Coleman made eight around right end. Walker went into the line three times, netting seven and a half. Sewane's guard was off-side, and Virginia given ten yards, placing the ball again on the twenty-yard line. Virginia was deter-mined to score, and hurled her backs against Sewanee's line for short gains. Harris was pulled down, after gaining two yards. Coleman carried the oval three; Walker, two and a half; Harris, three and a half; and St. John, one and a half.

THE FIRST SCORE MADE.

The ball rested now on Sewance's four yard line and Walker was shot over the line for the first score of the game, after twenty-five minutes' play.

The leather was downed at the north-

west corner of the field, and was punted in by Coleman to Tutwiler, who worked it in from of the uprights. Coleman kicked goal, making the score Virginia, 6; Sewance, 6.

The remainder of the half play was in the benter of the field. Simpkins kicked the senter of the feets. Simpling across of fifty-five yards to Harris, who found Cope waiting for him and downed him on the spot. Virginia shot Walker through the line for ten yards. Coleman skirted right end for 5, and Walker had Simple should be sent for the spot of the sent for the same should be same shou gone six when Benet fumbled and Simp-lins found it. Sewance falled in two downs and Simpkins' kick was blocked by Tutwiler, but Kirby Smith landed on the oval for Sewance. The ball went to Virginia on downs, and time was called.

The Second Hall.

In the second half Virginia rolled up In the scott in the bucking, and Cope kicked a beauty drop from the forty-yard line, scoring five points on Virginia. Simpkins kicked off forty-five yards to Tulwifer, was downed after five yards by Colmore. Virginia's tandem failed, and Coleman punted twenty yards to osberse, who advanced ten yards be-fere Williams downed him.

Sewance's tred Virginia's line for two yards, a had pass lost them fifteen yards

Virginia's forty-yard line Cope rignalled for a goal from the field. The wind was against him, but the little quar-ter dropped back, and, as he did, the noisy tunnit of the grandstand hushed. and all waited to see the outcome of what seemed almost impossible. 1-ather shot back clean and straight to his outsirtetched hand, and in a second the oval left his toe, going high into the air and straight for the goal. The wind seemed to turn it back as it descend

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C.H. Berry & Co HEAD TO FOOT OUTFITTERS

ed, but not too much, for it glanced the bar, going over.
GREAT CHEERS FOR COPE.

GREAT CHEERS FOR COPE.

All cheered here—the weerers of the orange and blue, as well as those of the purple rose to swell the uproar. Sevance had score again on Virginia, as she did a year ago, making the score 6 to 5 in Virginia and the score of the several content of the s ginia's favor.

At the center of the field Coleman kicked off for Virginia, the ball going over the goal line, and was again put in play by Simpkins from a fair kick on Sewanee's twenty-five-yard line. He kicked to Walker, who was downed in his treeks on the forty-three-yard line by Cope. Coleman made ten yards fereice. The ball now on Sewanee's thirty-five-yard line, Virginia worked the play into the Tennesseeans' territory, and on to the goal line, where Walker was sent over for the second touchdown, in

sent over for the second touchdown, in eight minutes' play. Coleman kicked goal. manag score: Virginia, 12: Sewanee, 5.

Marray kicked off for Sewanee fifty yards to Moore, who advanced ten yards.

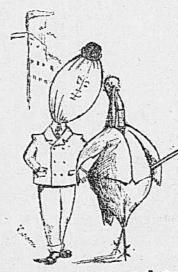
Coleman, after adding five, was nailed by Colmore. Harris was dragged for fifteen through the line, Lankford made four and Walker six in two downs. Harris failed in the line

ris failed in the line.

It was now Virginia's ball—third downwith half a yard to gain. Walker went into the line for exactly the distance. In three downs the six yards to the goal line were gained, and Harris went through left guard and tackle for Virginia's third touchdown. Coleman kicked goal, making the score-Virginia, 18; Sewanee, 6. CHURCH IN THE GAME.

Here Church took Coleman's place at left half. Murray kicked off for Sewa-nee forty yards to Harris, who was brought down by Davis. Church opened the play with ten yards around right play and Watkins was found on the oval when the mass was untangled. Watkins tried Virginia's tackle for no gain, and on a fumble Williams, for Virginia, got the ball.

Virginia made slow gains until Church



Two gentlemers very popular at thestimes The year.

waged until the two-yard line was waged until the two-yard line was reached, and here the purple line held Virginia for downs, taking the ball on their eight-yard line, where Cope punted twenty-five yards to Moore, who was downed without gain. From the thirtyfive-yard line Virginia forced the play again on towards the Sewanee goal, until Walker went over beneath a struggling mass of arms and legs.
Walker failed to kick goal, making the

score-Virginia, 23; Sewanee, 5. LONG RUN OF CHURCH.

LONG RUN OF CHURCH.

Here several changes were made in the Virginia team. Willson took Harris' position at full and Masson went in at quarter. They opened with the sensational run of the half, when Church caught Murof the hat. When the chart yards through the Sewanee team before being brought down by Watkins and Cope. On the line-up Walker and Church made good gains, but on a fumble the ball went to Sewanee where it is on their twenty-five-yard line, where it rested in their possession when time w.s.

Treatest and such	and the state of t	
called.		
LIN	E-UP AND SCO	RE.
This was th	ne line-un and se	ore:
Virginia.	Position.	Sewanse.
Waters	center	Anderson
Moore	right guard	Murray
Cooke	left guard	Lamoyne
Walker	right tackle.	Phillips
Benet	left tackle	Kirby-Smith
Williams	right end	Davis
Mazill	left end	.Colmore, R.
Tutwiler	quarter	Cope
St. John	right half	Simpkins

(Colmore, C.) Harris...... full backWatkins
(Willson)

Summary: Touchdowns-Virginia, Walker (3); Harris (1). Goals from field-Se-wanee, Cope (1). Goals from touchdowns-Coleman (3). Officials: Referee-Armstrong, Yale. Umpire, Lankford, Richmond College. Time-keepers, Hill, University of Virginia; Hamilton, Sewance.

Crowd Saw and D.d.

There were more pretty girls at the and the step and the step are the sum of the

grounds, say very little of the game.

They could not be blamed, for the beauty that showed resplendently from the grandstand, and even the bleacheries, was a magnet far stronger to those who were in the grounds than the

Long before the hour set for the game the people began to make their way out to the scene of the conflict. Extra street cars were called into service, and carriages of all descriptions started up the dust between the city and the park. Many people walked, preferring the brisk atmospheric conditions for exercise rather than crowded into uncomfortable cars. The cars themselves were jammed and packed with shouting youngsters armed with bedecked canes, and with streamers

many sympathizers with purple flags and shouts for Sewanee.

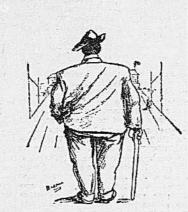
At the park a kalefdescopic picture precented itself, the colors blending in perfect harmony in the bright sunshine, while the cool, bracing air brought to the faces of the pretty girls beauty spots of pink, and happy must have been the young athletes as they realized that sparkling eyes were watching them from grandstand and bleacheries.

The howling crowd of Virginia rooters were stationed mainly in the north bleacheries, although many of them were

were stationed mainly in the north bleacheries, although many of them were concentrated in a friendly bunch in the west bleacheries, while the Sewanee en-thusiasts congested in the grandstand, with a few scattering purple color-bear-

Despite the bracing northwest wind and the freezing temperature good humor prevailed, and when the cold became unbearable with any degree of comfort some one would begin a merry "tattoo" with his feet and the crowd would take it, up until some warmth was stamped into the nail-frozen limbs, and in the shouts of victory all discomforts were forgotten.

There was a more general display of colors this year than before, and the change made something of an improvement, for it lent an additional air of gayety to the scene, and the gayer every-



thing is at a foot-ball game the more enjoyment is to be found, for not 50 per cent, of those who gather on the grand-stand and the bleacheries, and who run along the side-lines with knowing looks on their faces know anything about football. Half of those who attended the same cannot tell the difference between a snap tack and a touchdown, and that's what makes a foot-ball game so interesting. In this respect it resembles granu opera, for the greater number of people can gossip and prattle without interfering with the enjoyment of their niegabors.

"This is a good game," said a pretty West-End girl, who lives within touch of the Lee Monument field. "What's the score?" Her escort, who was endeavoring to engage in more serious conversation, as indicated by the sober expression on his face, said he didn't know, but he would find out, and then it took him ten minutes to find some one who did know the score.
"Six to five," he said, when he had

"Who was six?" she asked.
"Well, really, I didn't ask,' he replied.
"Don't bother so much about the score,"
he continued, "I have something else to talk about."

men her eyes went down and a blush covered her face as she toyed with the flag she carried, and their voices sank below the hearing point.

"Them fellows from Sewance ain't heavy enough for us fellows," said a well known sporting man who knew enough about foot-ball to make it interesting to him to see some one knocked out and to know what the score was after the came closed.

"They can't do a thing on downs," said an old gentleman who sat in a sunny spot on the bleacheries benevolently feeding himself on peanuts. He had played Rugby when he was a boy and he felt young again, as he threw the peanut shells over the fence, and when either side did any-thing worthy he uttered a few husky shouts, and his old eyes sparkled.

"That play was a beauty," said a fellow who had read enough about the game to know when the proper time to applaud came, and the remark was made when Cope kicked goal from the field and made the score pretty close. "Now that'll brace e'm up and they'll give Virginia one of the hardest fights of the season. I like to see a close, exciting game," he went on. And then he walked to another place along the line and shouted other place along the line and shorten himself hoarse urging Virginia to in-crease its score. When he was seen at the close of the game he was almost hav-ing a convulsion with joy at the big dif-ference in the score in favor of Virginia.

"I would like to know who made that touchdown," said a young lady, leaning over the grandstand rail and calling to Dr. C. W. P. Brock, who was out on the field talking to a reporter.

"They did it all together," replied Dr. "But some one player made the touchdown," she pleaded, "and I want to know who it was."

"That's another thing," said Dr. Brock, as he walked away. Then he turned to

as he warked away. Then he talked to the reporter.

"What is a touchdown?" he asked.
"I've been attending foot-ball games for a long time and I have never clearly made out what a touchdown is."

"When the ball is put in play," said

the reporter, "and is snapped back by the center rush and an effort is made to skirt the ends before being downed, and in the scrimmage the ball gets lost and goes over and a punt-kick is made by ball is fumbled, going over again, and the pigskin gets in the hands of the opposing half back, who rushes it over the line and falls on it-why that's a "Oh, yes," said Dr. Brock. "That's

what I thought it was."

Away off in the corner of the fence that surrounds, or did surround, the west bleacheries, a young Virginia en-

Linesmen, Griffin, Virginia; P. Beal, Sewanee. Time of halves, 30 minutes.

INCIDENTS OF THE GAME.

Some Amusing, Some Otherwise—What the Criwal Saw and B.d.

thusiast, with a gray fedora and various pleces of ribbon of the correct color, sat. He was suffering with that tired feeling, superinduced by over-indulgence in the hospitality so well known in Richmond on Thanksgiving Day. He was making a strenuous effort to get his head on a level with the top of the fence, but on a level with the top of the fence, but he was really too thred to get there, and with a shout of derision at Sewanee he with a shout of derision at Sewanee he dropped heavily back into the corner and struck the fence with such force that it gave away from its anchorage and fell out on the field, leaving a line of several hundred gentlemen standing company from without any fence to protect hem and to keep them from rushing out to the side line. As the fence went down officer Hatton Amos, who was down, Officer Hatton Amos, who was stationed at the main gate, went down with it.

with it.

The incident caused some merriment.

Nobody was hurt, the young man with
overflowing spirits was escorted to another place in the field, and a piece of
rope was utilized for a fence.

Away off in the west end of the field, Away off in the west end of the field, just beyond the goal in the territory under charge of Sergeant Orange, of the Third District, stood Mr. E. A. Catlin with his nerves strung to the highest pitch. A foot-ball game couldn't go on without his presence. He'd rather see one than cat, and fences, bleacheries, grandstands, gates, ropes, or policemen cannot keep him off the side line. He must be right at the finish, and the fine points of the game are lost to him from points of the game are lost to him from behind a picket fence.

The police in charge of the field deserve special credit for the manner in which they kept it clear from stragglers and enthusiasts, and not once was there a semblance of disorder until within a few minutes of the last half, when it would have taken a regiment of infantry to have kept back the crowd of enthusiasts that ran out into the field and crowded around the contestants and remained there until a few minutes later, when time was called. Nobody kicked about this, for the game was near its end and there was not game was near its end and there was not the remotest chance for either side to ecore.

"That goal from the field will cause the loss of a whole lot of money," said a Richmond sport, who knew what he was talking about. "Bets were up in big sums that Sewanee wouldn't score, and that was little vices of work by Cone has sums that Sewanee wouldn't score, and that neat little piece of work by Cope has broken up the cinch that Virginia thought she had. Foot-ball is getting to be as fair and square herse race." Then he followed a party of friends and before the grandstand, where some one produced a bottle of bitters, and the whole party proceeded to "warm

The special train brought up from Norfolk, Newport News and other points along the Chesapeake and Ohio nearly a along the Chesapeake and Onto nearly a thousand people. These trains were under the direction of Mr. J. C. West, excursion agent of the road, and they made good time. The excursionists left last night at 7 o'clock. Most of the visitors were present at the game and rooted ardently for Virginia.

There was a noticeable void in the absence of the giee clubs and their college songs. Very few of them were on hand and songs were scarce, although enthusiasm in other ways came to the top all right.

Among those who were present to lend a charm to the occasion, and to enjoy the

misses Harris, Ruth Farmer, Grace Sheild, Margaret Shields, Bessie Baker, Staunton; Blanche and Maude Morgan, Tily Hill. Katherine Michaux, E. Harrison, Petersburg; Ferribee, Norfolk; Helen Christian, Emily and Connie Knox, Hen-ningham Spillman, Delle, Lily and Susie Tyler, Ninna Willey, High Point, N. C.; Lily Urquhart, Chrishelm, Savannah, Ga.; Stronach, Nicholson, Ellen Douglas Garnett, Talmage, Washington; Messrs, Henry Grant, Sidney Ellerson, Richard Henry Grant, Sidney Ellerson, Richard Winston, Julian Hill. Ben Taliaferro, James Cowardin, Charles Williams, Mann Valentine, Spencer Carter, Tyler Brock, Spotsweed: Wellford, Lewis Brander, Patrick Smith, Charlottesville; Samuel Venable Petersburg, St. George Cook; Mrs. Edmund Benson, Mr. and Mrs. Clay Drewry, Mr. and Mrs. Richard Easely, Miss Leonard, Germantown Pa.; Miss Agnes McCarthy, Mr. and Mrs. Charles Evelyn Smith, Miss Alice Parker, Washington; Mr. and Mrs. John Potts, Mr. and Mrs. Adolphus Blair, Mr. and Mrs. Floyd Hughes, of Norfolk; Mrs. Luther Warren, Mr. and Mrs. E. L. Hewitt, Miss Jean Trigg of Abingdon; Mr. and Mrs. Jean Trigg of Abingdon; Mr. and Mrs. Arthur P. Wilmer, Mrs. Wilbur Daniel, Miss Dessie Doyle, of Norfolk; Col. Georgo George Wayne Anderson, Mr. and Mrs. Dannon, Miss Norma Doswell, of Charlottsville; Mr. and Mrs. J. R. Cary, Mr. R. L. Rives, Mr. M. M. Coles, Miss R(uth Ferribee, of Norfolk; Mr. and Mrs. S. W. Travers, Mr. and Mrs. H. M. Smith, P. St. George Barraud, Col. Archer Anderson, Governor Tyler, Mr. and Mrs. Sam Atkinson, Misses Petty, of Norfolk; Mr. A. E. Hoen, Mr. and Mrs. W. R. Trigg, Mr. Leland Rankin, Miss Sallie Milhado and Misses Etta and Mary Lee, of Sewance; Mr. Harry C. Glenn, Mr. Edgar White, Mr. W. B. Saunders; Messrs. Langhorne Barham, of Newsoms; J. S. Jones, of Petersburg; H. E. D. Wilson, of Norfolk; J. L. Potts of Scottsville; W. H. Crawford, Jr. of Louisa; John E. Hughes, of Danville, E. J. Cuningham, of Portsmouth, and George Wootsky of Houston Woolfolk, of Houston.

Mr., R. E. Lee Marshall, of Baltimore formerly captain of the Virginia team, watched the progress of the game from the side lines. Mr. Marshall will spend a day or so in the city as the guest of his friend, Mr. Murray McGuire, McGuire's and Marshall's names are linked at the University as the greatest batters Vir-ginia ever put on the diamond.

Among the Virginia athletes of forme years in the bleacheries were Ike Massie, Paul Cocke, Bob Groner and Allen Potts.

The strength of Virginia's game was plainly shown in her tandem tackles back formation, in which Walker and Benet carried the ball, with the strength of the backs to shove the men through This play the team has used effectively through the season against all comers. With Walker's powerful strength and weight, reinforced by the backs, plunge with him into the line, the formation is one which will gain through any line, and where the weight is in Virginia's favor, it is impossible for a team to stop the play without a gain.

williams, at right end on the Virginia team, played a superb game and proved himself one of the saftest men the Uni-versity has played in the position in years. years.

Waters, Moore and Cooke, in the cen-ter, while in positions which do not give occasion for spectacular work, were the backbone of the line, and are as good as ever made openings for Virginia backs.

Church, who took Coleman's place at left half in the last of the last half, p'ayed ball in the short while he was in and made end runs of twenty, fifteen and sixty yards. He follows well his interference and shows good judgment in taking advantage of openings.

Captain Coleman weakened his game yesterday by two costly fumbles.

There is an impression among foot-ball critics that Virginia's greatest fault throughout the season has been a lack of ginger, making the teams' playing ap-

Three times Virginia fumbled and Simpkins was on the ball for Sewanee. On the Sewance team Cope was the

star, brought out by his remarkable goa from the field.

Simpkins, until retiring from the game, was in every play, particularly when a fumble occurred.

Watkins and Osborne played great ball, frequently diving through V. ginla's line and playing havoe with the launching.

A peculiarity of the Sewance team was the open line it played on the defense. The team played it to an advantage.

YOUNG CORBETT NOW CHAMPION

(Continued from First Page.)

on the vulnerable point, and Terry went

down and out.
CHAMPION LICKED. He was knocked senseless, but he dently knew that the championship hon-ors had fled from h.m., as he made wild efforts to regain his feet. Charley White, efforts to regain Ms fect. Charley White, the referee, counted off ten seconds, while Terry struggled violently to regain his feet; but it was all over. After the fight a purse of \$10,000 was offered by the Twentieth Century Athletc Club of San Francisco for another fight between McGovern and Corbett, and McGovern accepted the offer.

Dave Sullivan challenged the winner of to-day's fight.

THE GATTIS- KILGO SUIT.

to-day's fight. °

The Trustees Sitting as Church Court Ruled as Absolutely Privileged.

(Special Dispatch to The Times.)
OXFORD, N. C., Nov. 28.—The famous suit of Rev. T. J. Gattis vs. Rev. J. C. Kilgo, president of Trinity College, R. N. Duke and W. R. Odell, trusters of the college, has been in process of a rehear-ing in the Supreme Court here the pas-two days, having been remanded by the

Supreme Court for a new trial.

The first trial, it will be remembered, resulted in a verdict for \$20,000 damages for plaint ff Gattis. Evidence in the present trial was closed at noon, being offered by the defense, who demurred to plaintiff's evidence, and prayed a nonsuit. The demurrer was overruled, and the non-suit disallowed. However, the judge made a ruling as to exceptions, as made by counsel for defendants, which rul d out much the great.

Other vidence presented by the plaintiff, with a view to impeaching the manner of conducting an investigation of charges of Gattis and Judge Clark against Dr. Killingo in 1898, the court holding that the trustees were sitting as a church court. Which was absolutely privileged.

Argument by counsel is in progress.

T. T. Hicks, of Henderson, opened for the defense, followed by J. C. Biggs, of the defens two days, naving been remanded by the Supreme Court for a new trial. The first trial, it will be remembered, resulted in a verdict for \$20,000 damages for plaint ff Gattis. Evidence in the

which was absolutely privileged.

Argument by counsel is in progress.

T. T. Hicks, of Henderson, opened for the defense, followed by J. C. Biggs, of Durham, for plaintiff, who closed at 10 o'clock to-night. Five others are to speak

speak.

Ex-Judge Winston, of Durham, and B.
S. Royster, of Oxford, for the defense, and W. A. Guthrle, of Durham: A. W. Graham, of Oxford, and A. A. Hicks, of Oxford, for the plaintiff.

Ex-Judge Winston will close argument, speaking for the defense. The case will probably go to the jury to-morrow might.

JUMPED AND WERE HURT.

Train Wrecked While Speeding Around Sharp Curve.

BATON ROUGE, LA., Nov. 23.—A north-bound freight train on the Atlanta, Knox-ville and Northern Railroad was wrecked two miles south of here this evening. Conductor Harvey Ott, of Knoxville, and Engineer Ed. Dawson, of Blue Ridge, were killed, and the fireman and brake-

man were seriously injured. man were seriously injured.

The locomotive jumped the track while running at a high rate of speed around a sharp curve, and rolled down a forty-foot embankment, followed by several iron cars.

New oads in Mexico.

(By Associated Press.)

MEXICO CITY, Nov. 28.—The first reading has been given by Congress of the report of the Committee on Public Works regarding a contract made by the Mexican National Railroad Company for the construction of two lines, one from San Miguel, Camargo, to Monterey, and another from the City of Mexico to a point on the present main line to Laredo and also for changing the gauge of the main line. The report of tec, which is favorable, shows that the new lines and the broadening of the gauge will be for the benefit of the business of the country.

TALLAHASSEE, FLA.-Florida's State Treasurer has taken up all the 7 per cent, bonds of 1871 and 3 per cent, bonds have been substituted for all those now outstanding against the State of Florida.



LEAVE RICHMOND.

LEAVE RICHMOND.

9:00 A. M., daily. Local to Old Point,
Norfolk and Portsmouth.

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Clifton Forge. Connects for Orange, Culpeper, Calverton and Manassas.

10:20 A. M., daily For Lynchburg, Lexington and Clifton Forge. Connects, except Sunday, for Rosney, Alberene and
New Castle. Parlor car to Clifton Forge.

2:45 P. M., daily. "St. Louis and Chicago Limited." Dining car train. Pullman
for Cincinnati, Louisville and St. Louis.
Five to eight hours quickest line West.
Connects for virginia Hot Springs. Local
train follows St. Louis Limited from
Gordonsville to Staunton, except Sunday.

3:45 P. M., daily. Local to Old Point.
Norfolk and Portsmouth. Pullman to Old
Point.

4:45 P. M., except Sunday, "Atlantic

Noriolk and Portsmouth. Pulman to Old Point.

4:45 P. M. except Sunday. "Atlantic Limited" to Old Point, Norfolk and Portsmouth. Parlor car. Connects at Old Point with Baltimore, Washington and Cape Charlest steamers.

5:15 P. M., except Sunday, to Bremo.

5:30 P. M., except Sunday, to Doswell.

10:30 P. M., daily. F. F. V. Dining car train. Connects for Virginia Hot Springs. Pullman to Hinton, connecting with parlor car to Cincinnati and Pullman to Cincinnati, Louisville and the West.

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12:40 P. M. Except Sunday from Nor-folk and Portsmouth. 3:30 P. M. Dally from Cincinnati. 6:35 P. M. Dally from Clifton Forge and Lynchburg, and except Sunday from New Castle, Lexington and Buckingham Branch. 7: 20 P. M. Dally from Norfolk and

7: 20 P. M. Dally from Norfolk and Portsmouth.
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Gen. Southern Azt., office, Rocketts.

FROM NEW YORK

PASSENGERS can leave DAILY, except Sunday, from company spler, No. 25 North River at 3 P. M., for Old Point Comfert and Norfolk, connecting with C. & O. and N. & W. trains for Richmond.
N. W. trains for Richmond.
FREIGHT received and forwarded daily.
Except Sunday, from company spler, No. 25 North River at 3 P. M., for Old Point Comfert and Norfolk, connecting with C. & O. and N. & W. trains of Richmond.
FREIGHT received and forwarded daily.
Tickets on sale at company's office, No. 1212 East Main Street; Richmond Trains-fer Company, No. 393 East Main Street; For further information apply to JOHN F. MAYER. Agent.
No. 1212 East Main Street, Richmond Trains-fer Company, No. 393 East Main Street; For further information apply to JOHN F. MAYER. Agent.
No. 1212 East Main Street; No. 81 B ach Street; No. 1212 East Main Street; Richmond Trains-fer Company, No. 393 East Main Street; No. 1212 East Main Street; No. 81 B ach Street; No. 1212 East Main Street; No. 81 B ach Street; No. 1212 East Main Street; No. 81 B ach Street; No. 81

RAILROADS

S. A. L. Railway.

"CAPITAL CITY ROUTE. Short Line to Principal Cities of the So thort Line to Principal Cities of the South and Southwest, Florida, Cuba, Texas, California and Mex/co, resching the Capitals of six States.

echedule in Effect	May on 1th	11
Richmond	No. 27. 2:40 pm 8:27 pm 7:40 pm 10:35 pm	No. 3L 10:40 p 1 11:20 p 1 4:10 a 1 7:00 a
Atlanta	9:00 n m	4:na p
Hamlet Columbia (East'n time) Columbia (Cent'l time) Savannah Fernandina Jacksonyulle Tallahasses Ocaia Orlando Tampa Port Tampa Miami	10:50 pm 2:00 n m 1:00 n m 4:52 n m 9:20 n m 5:15 n m 1:43 p m 5:10 pm 5:40 pm 5:40 p m 9:43 p m	7:20 a 10:35 a 9:10 a 1:47 p 6:00 p 6:30 a 1:50 a 1:50 a 1:15 a 1:30 a

Train No. 41 leaves Richmond 9:20 a. m., daily, for Petersburg, Norlina, N. C., and all intermediate points. Connections at Norlina with train arriving Henderson 2:10 p. m. and Raleigh 8:30 p.m., daily, and Durham 4:15 p. m. daily except Sunday.

striving Henderson 2:10 p. m. and Raleich 3:50 p.m. daily, and Durham 4:15 p. m. daily except Sunday, and Jurham 4:15 p. m. daily except Sunday, and Jurham 4:15 p. m. daily except Sunday, and the Last daily. No. 44 at 6:40 a. m. and No. 65 at 3:35 p. m.

Connections at Jacksonville and Tampa for all Florida East Ceast oblits, and Cuba and Porto Rico. At New Orleans for all points in Texas Mexico and California.

TEAINS ARRIVE AT RICHMOND DAILY.

1:22 a. m., No. 44 f. From all points South and 5:21 p. m., No. 55.

Southwest.

5:25 p. m., No. 55.

Southwest.

SLEEPING-CAR SERVICE.

Nos. Stand 64-Florida and Metropolitan Limited. Drawing Room and Steeping Cars and Through Day Coaches between New York and Timpa. Through Drawing-Room Buffet Sleeping Cars between New York and Atlanta.

Nos. 5: and 66-Florida and Atlanta.

Through Drawing-Room Buffet Sleeping Cars between New York and Timpa. Connecting at Hunlet with Sleeping Car to and from Atlanta, in connection with which Through Yulliand Ticksts are sold. Finest Day Coaches.

Z. P. SMITH, District Pass. Agent.

E6E ast Main Street.

J. M. Barr.

R. E. L. BENCH.

24 P. Seem'i Mangr.

Gen'l Pass. Agent.

Portsmouth, Va.

N&W Norfolk Western

NOTEMBER 21, 190L LEAVE RICHMOND (DAILY), EYED-STREET

and 5.50 P. M.
Office-No. 833 Main Street.
JNO. E. WAGNER, City Pass. and Ticks: A22.
C. H. Bosley, District Passenger Agent.
W. E. Beylll, General Passenger Agent.

Atlantic-Coast Line. SCHEDULE EFFECTIVE NOVEMBER

RUBILIU-UUAST LIME.

SCHEDULE EFFECTIVE NOVEMBER

24, 1390.

TRAINS LEAVE RICHMOND-BYRD
STREET STAILON.

9:00 A. M., NORFOLK LIMITED,
Daily, Arrives Petersburg 9:31 A. M.,
NORFOLK 11:20 A. M. Stops only at Petersburg, waverly and Suntolk.

9:05 A. M., Daily, Arrives Petersburg

9:38 A. M., Welson 11:39 A. M., Fayetteville 4:25 P. M., Charleston 10:55 P. M.,
Savannah 2:55 A. M., Jacksonville 8:39 A.

M., Port Tampa 7:10 P. M. Connects at
Wilson with No. 47, arriving Goldsboro

3:25 P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jacksonville.

11:55 A. M., Dally, except Sunday, Arrive Petersburg 12:35 P. M. Stops Manchester, Drewry's Bluff, Centralia and
Chester on signal.

2:15 P. M., UCEAN SHORE LIMITED,
Daily, Arrive Petersburg 3:45 P. M., Norfolk 5:35 P. M. Stops only at Petersburg,
Waverly and Suffolk.

4:30 P. M., Dally, except Sunday, Arrives Petersburg 5:18 P. M., Weldon 7:35

P. M., and Rocky Mount 9:00 P. M. Makes
all intermediate stops.

6:07 P. M., Daily, Local, Arrives Petersburg 7:00 P. M. Makes all stops.

7:23 P. M., FLORIDA AND WEST INDIA LIMITED, Daily, Arrive Peterburg 7:39 P. M. (connects with Norfolk
and Western for Norfolk and intermediate points), Emporia 9:03 P. M. (connects
with A. and D. for stations between Emporia and Lawrenceville), Weldon 9:33 P.

M. Favetteville 12:32 A. M., Charleston
6:00 A. M., Savannah 9:06 A. M., Jacksonville 1:45 P. M., Port Tampa II 1:30 P. M.
NEW LINE TO MIDDLE GEORGIA
POINTS—Arriving Algrusta 7:55 A. M.,
homseville 2:25 P. M., Pullman Sleepers
New York to Wilmington, Charleston,
Jacksonville, Port Tampa, Augusta and
Macon.

9:10 P. M., connect at Petersburg with

Jacksonville, Port Tampa, Assalvandacon.
9:10 P. M., Daily. Arriving Petersburg
9:55 P. M., connect at Petersburg with
Norfolk and Western Railway, arriving
Lynchburg 2:30 A. M. Roanoke 5 A. M.
Bristol, 10:40 A. M. Pullman Sleeper Richmond to Lynchburg.
11:30 P. M., Daily. Arrives Petersburg
12:10 A. M. TRAINS ARRIVE RICHMOND.

TRAINS ARRIVE RICHMOND.

3:57 A. M. Daily, from Jacksonville,
Savannah, Charleston, Atlanta, Macon,
Augusta and all points South.

7:35 A. M. Daily, from Petersburg,
Lynchburg and the West,
8:48 A. M. Daily, except Sunday, Petersburg local.

11:10 A. M. Daily, except Sunday, from
Goldsboro and intermediate stations, Norfolk and Suffolk. Gold-boro and intermediate stations, Nor-folk and Suffolk.

11:05 A. M., Sunday only, from Nor-folk, Suffolk and Petersburg.

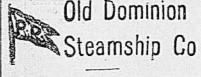
11:42 A. M., Daily, from Norfolk, Suf-folk and Petersburg.

2:15 P. M., Daily, except Sunday, from Petersburg.

6:50 P. M., Daily, from Norfolk, Suffolk and Petersburg.

7:45 P. M., Daily, from Miami, Port Tampa, Jacksonville, Savannah, Charles-ton, Wilmington, Goldsboro and all points South.

ton, Wilmington, Goldson
South.
S:56 P. M., Daily, from Petersburg,
Lynchburg and the West.
T. M. EMERSON, Traffic Manager.
J. R. KENLY General Manager.
H. M. EMERSON Gen'l, Pass. Agt.
C. S. CAMPBELL Div. Pass. Agent.
SS East Main Street.



ally Line for New York, the Nort. and East

FROM RICHMOND

PASSENGEMS can leave DAILY, except Sunday, by Chesapeake and Onio Railway at 9 A. M. via Norfolk or 9 A. M. and 3.12 P. M. by N. & W. Railway via Norfolk both lines connecting with direct steamers sailing same day.

Steerage passengers can leave by auxiliary steamer Monday, Wednesday and Friday, sailing from Rocketts at 5 P. M., and changing to main-line ship at Norfolk, FREIGHT for all northern, eastern end foreign ports received and forwarded daily, except Sunday, at company's wharf, Rocketts.

FROM NEW YORK

RAILHOADS

Richmond, Fredericksburg and Potomaç naliroad.

SCHEDULE IN EFFECT NOV. 24, 1901, TRAINS LEAVE RICHMOND NORTH-

4:07 A. M. Dally, from Byrd-Street Station for Washington and beyond. Stops at Milford, Fredericksburg and Alexandria. Sleeping Cars to Washington and New York. Dining Car commencing December 1st.

6:40 A. M. Dally, from Seaboard Alg. Line Scatton for Washington and beyond. Stops at fredericksburg and Alexandria. Steeping Cars to New York.

7:10 A. M., except Sunday, from Elba Station, accommodation, for Ashland and intermediate points.

8:00 A. M., Sunday only, from Byrd-WARD.

S:00 A. M., Sunday only, from Byrd-Street Station for Washington and beyond. Stops at Elba, Glen Ailen and local stations, Ashland to Quantico inclusive Woodbridge and Alexandria. Buffet Parl lor Car.

S:50 A. M., except Sunday, from Byrds Street, Station for Washington and ber

Street Station for Washington and beyond. Stops at Elba, Glen Allen and local stations, Ash.and to Quantico inclusive Woodbridge and Alexandria. Buffet Par

Woodbridge and Alexandria. Buffet Parl lor Car.

12:15 P. M., except Sunday, from Byrd-Street Station for Washington and beyond. Stops at Elba, Ashland, Doswell. Buffet Parlor Car. Connects with Congressional Limited.

2: M., Daily, from Seaboard Air. Line Station for Washington and beyond. Supp. at Doswell, Fiedericksburg and Alexandria. Sleeping Car to New York.

2: M. P. M., except Sunday, from Byrd-Street Station, accommodation, for Fredericksburg and Intermediate points.

3: M. Daily, from Elba Station for Washington and beyond. Stops at Fredericksburg and Alexandria. Sleeping Car to New York. Dining Car.

6:30 P. M., except Sunday, from Elba Station, accommodation, for Ashland and intermediate points.

8:05 P. M. Daily, from Byrd-Street Station, accommodation, for Ashland and intermediate points.

8:05 P. M. Daily, from Byrd-Street Station for Washington and beyond. Stops at Elba Ashland, Doswell, Milford, Fredericksburg, Brooke, Widewater, Quantitions Sunday, Sleeping Car Richmond to New York and Washington to Philadelphila.

phia. 1...AINS ARRIVE RICHMOND SOUTH-WARD.

WARD.

6:40 A. M., except Sunday, at Elba Station, accommodation, from Ashland and intermediate points.

2:25 A. a. except Sunday, at Byrd-Street Station, accommodation, from Fredericksburg and intermediate points.

tion, Steps at Alexandria, Widewater, Brooke, Fredericksburg, Millord, Doswell, Ashland and Elba, Stops at other stations Sunday. Sleeping Car New York to Richmond.

stations Sunday. Sleeping Car New York to Richmond.

12:48 P. M., except Sunday, at Byrd-Street Station. Stops at local stations, Washington to Ashland Inclusive, Glen Allen and Elba. Buffet Parlor Car.

2:07 P. M., Daily, at Elba Station, Stops at Alexandria and Fredericksburs. Sleeping Car from New York. Dinling Car.

2:30 P. M., Daily, at Seaboard Air Line Station. Stops at Alexandria. Fredericksburg, Doswell and Ashland. Sleeping Car from New York.

2:40 P. M., Daily, at Byrd-Street Station. Stops at Alexandria. Fredericksburg. Deswell, Ashland and Elba. (Change at Acca.)

bure. Deswell. Ashland and Elba. (Change at Acca.)

5:52 P. M., except Sunday, at Elba Station. accommodation from Ashland and intermediate points.

7:13 P. M. Daily, at Byrd-Street Station. Stops at Alexandria. Fredericks-bure Doswell. Ashland and Elba. Sleeping Car from New York and Washinston. Dising Car commencing December 1st.

S:40 P. M. Daily, at Byrd-Street Station. Stops at local stations Washinston to Ashland inclusive. Glen Allen and Elba. Buffer Parlor Car.

10:29 P. M. Daily at Seeboard Air Line Station. Stops at Alexandria. Fredericks-burg Dosesti and Ashland. Sleeping Cars from New York.

W. D. DILKE Gen'l. Manager.

W. D. DILKE Gen'l. Manager.

W. D. DILKE Gen'l. Manager.

E. T. D. MYERS. President.

SOUTHERN RAILWAY.

SCHEDULE IN EFFECT NOV. 24, 1901.

1 TRAINS LEAVE RICHMOND, VA.

9:20 A. M., No. 7, oaily for Durham, N.
C. Danvine, and all local stations South,
connecting at Burkeville for Farmville
and Lynenburg; at Jenreys for local stations on Noriouk Division to Danville; at
Oxford for Henderson; at Durham for
Raieigh, Goldsboro and all North Carolina
points.

Rateigh, Goldsboro and all North Caronias points.

2:30 P. M. No. 20, limited train daily for Jacksonville and all Floridapoints, Havana, Nassau, etc. Connects at Moseley with Farmville and Powhatan Railroad; at Greensofor for Durham. Raleigh and Winston-Salem; at Charlotte with No. 36, United States tast mail, solid train, daily for New Orleans and points South, which carries sleepers to New Orleans. Drawing-room sleeper Hichmond to Atlanta and Birmingham. Through train with sleeper, Salisoury to Memphis. Dinling car service.

with sleeper, Salisbury to Mempais, Din-ing car service.

11:30 P. M., No. 11. Southern Express, daily, for Atlanta, Augusta, Jacksonville, and points South. Sleeber for Danville, Greensboro, Salisbury and Charlotte, oven at Kichmond 9:30 P. M. Connections with New York and Florida Express and Southwestern Limited, which carries through sleepers to Augusta, Savannan, Jacksonville, Tampa, Nashville, Memphis, Atlanta, New Orleans, etc. Complete dining-car service. Also Pullman tourist sleeper Mondays. Wednesdays and Fridays, Washington to San Francisco, without change, with connection for all points in Texas, Mexico and California 6:00 P. M. No. 17, local daily, except Sunday, for Keysville and Intermediate points. Jacksonville, Tampa, Nashville, Memphis,

TRAINS ARRIVE IN RICHMOND. 6:00 A. M. and 5:43 P. M. From Atlanta, Augusta, Ashevilla and all points South.
S:40 A. M. From Keysvilla and local

THE FAVORITE ROUTE NORTH.

LEAVE RICHMOND.

4:30 P. M. No. 16, Baitimore Limited, daily, except Sundays, connecting at West Point with steamers for Baltimore and York River landings. Stops only at stations between Quinton and West Point.

2:15 P. M. No. 10 daily, except Sundays, local express for West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock.

TRAINS ARRIVE RICHMOND. 9:15 A. M., daily, from West Point, with connection from Baltimore, except Mon-Gays. 10:45 A. M., daily, except Sundays and Mondays.
5:15 P. M., daily, except Sundays, from

town Tuesdays, Thursdays and Saturdays; Clay Bank and Gloucester Point Mondays, Wednesdays and Fridays. C. W. WESTBURY.

\$3.50 EBOM \$3.50

Take C. & O. Railway train, daily except Sunday, at 4:45 P. M. for Baildmore via Old Point Comfort, connecting at Old Point with one of the superb steamers of the Old Bay Line, leaving at 7:15 for Ballimore. Arrive in Baltimore at 6:20 A. M. in time to make connections with all trains north, east and west: Short rail ride and all night on one of the finest steamers in southern waters.

For tickets and general information apply at ticket offices C. & O. Railway.

District Passenger Agent 920 E. Main Street, Richmond, V S. H. HARDWICK. General Passenger Arent. F. S. GANNON. Third Vice-President and General Man-ager, Washington, D. C. S. H. HARDWICK.

stations. 3:25 P. M. From Durham, Charlotte, Danville and intermediate stations. LOCAL FREIGHT TRAINS. Nos. 61 and 62, between Manchester and

YORK-RIVER LINE, VIL WEST POINT.

Tappahannock.
5:00 A. M., No. 74, local mixed, leaves daily, except Sunday, for West Point and intermediate stations, connecting with stage at Lester Manor for Walkerton and Tappahannock. Tappa

West Point and intermediate stations.
Steamers leave West Point only, except
Sundays. 5:50 P. M., arriving Baltimore
S:30 A. M.
Steamers call at Almonds and York-